

## REMINDERS:

**MEMBERSHIP MEETINGS: 9:00AM**  
**2<sup>nd</sup> Saturday of the month.**

**Board Meetings: 1<sup>st</sup> Thursday of the month.**

**NEWSLETTER POLICY** submit articles & photos to the editor before the 1<sup>st</sup> Thursday of month (All articles, pictures, subjects, and content are reviewed by the board members before publishing.)

## **FIELD REMINDER:**

***Members using the oval and/or short course tracks, turn off the water before you leave!!***

**LAST ONE OUT CLOSES AND LOCKS GATES**

# DESERT HAWKS RC CLUB INC.

Academy of Model Aeronautics CHARTER #1545

PO Box 742 LHC AZ 86405-0742

Email [info@deserthawksrc.club](mailto:info@deserthawksrc.club)

<https://deserthawksrc.club/>

## Club Officers

### **Board of Directors**

President: VACANT

Vice President: Rob Rinde 928-855-8782

Secretary: Mike Lacasse: 206-870-5488

Treasurer: John Orrell 970-734-7755

Safety Officer: Jerry Morris 928-846-1088

Member At Large: Bill Roberds 360-460-1014

### **Committee Chairs**

Flight Instructor: Larry Salsberry 928-505-2193

Field Marshal: Bill McMilon 928-727-5166

Helicopter Area Director: Brian Fernandes 928-706-6085

Membership: Carol Rinde 928-855-8782

Newsletter Editor: Mike Lacasse 206-870-5488

Race Director: Jeremiah Martinez 928-897-4249

Racetrack Chairman: Rob Rinde 928-855-8782

Webmaster/IT: Carol Rinde 928-855-878

## PRESIDENTS REPORT

First some sad news: Wayne Fuhrman passed away March 14<sup>th</sup> 2021. He was one of our Snowbird members and had a colorful life including Vietnam combat experience as a medic. He went by Doc although that was a carryover from his medic days. The club sent a condolences card to family and friends. Our member Paul Stafki will be present at Docs' life celebration.

Derek Walton also passed on March 19, 2021. Derek belonged to both Desert Hawks and Sport Flyers clubs for many years and can be best remembered for his promoting indoor flying at the aquatic center. [Obituary of Derek Neil Walton \(lietz-frazefuneralhome.com\)](http://lietz-frazefuneralhome.com)

On the business side: All club Members need to cordially challenge folks you don't recognize using our facility about their AMA membership and club membership or their having paid the Daily fee - \$5 on weekdays \$10 on weekends. This is about compliance with our city contract and AMA certificate of insurance.

**LATE BREAKING NEWS: Club President, Ed Heil has resigned as of March 30. Rob Rinde will be acting president until our next elections.**

YOUR BOD MEMBERS WORKED OVER 25  
ACTION ITEMS THIS QUARTER WHERE  
ACTIONS WERE REQUESTED AND REQUIRED  
DISPOSITION. 17 ARE COMPLETE

From BOD action item list

## BIG TIME ACTION AT THE TRACKS

If you've ever ventured out to the tracks, you know there is always some kind of action going on. Every other Sunday there is competition racing.

March 21 brought us the Hawks Nest Shoot-out!!! It was a FUN day burning laps. Good clean racing all day. Thanks helpers and supporters, especially Granpa D's racing for the Hot dogs and Morris Masonry for the burgers. Fantastic behind the scenes help and thanks to all of you who donated your time and elbow grease.

Check out the Hot Rock Hobbies Facebook page for more info, score sheets and pictures.

## Sterile Cockpit Rule

The [Federal Aviation Administration](#) (FAA) imposed the rule in 1981, after reviewing a series of accidents that were caused by flight crews who were distracted from their flying duties by engaging in non-essential conversations and activities during critical parts of the flight. Critical phases of flight includes all ground operations involving engine start, taxi, takeoff and landing.

This is also applicable at our field. How often do we hear over the fence talking, commenting, razing. Other instances are where some members feel it's OK to be on the flightline (AMA Pilot Line). **ONLY Pilot and Instructor should be in the Designated Flight Station during flight operations.** As AC pilots, we are conducting essential operations, same as if you were on the flight deck.

Numerous accidents have happened (ie.; fingers in prop, not securing components, etc.) where the probable cause of the accidents was due to distraction from idle chatter from observers and/or your buddies!!

## EVER WONDER WHO CLEANS

**THOSE RESTROOMS.** *Be sure to thank Ed Heil – the club president. I hear he's the one making our lives a bit more pleasant.*



**CHECK OUT THE  
PHOTOS FROM THE  
MARCH 28, 2021 OVAL  
TRACK IMPROVEMENT  
ON THE LAST PAGE.**

**NO LACK OF GREAT  
HELP FROM MANY  
VOLUNTEERS WHO  
WORKED PRETTY HARD**

# FAILSAFE

## WHAT IS IT ???

No, it's not the 1964 nuclear apocalypse movie. But serious harm to flesh and property can be avoided if used in accordance with the instructions provided with your RC transmitters and receivers or plug & play documentation.

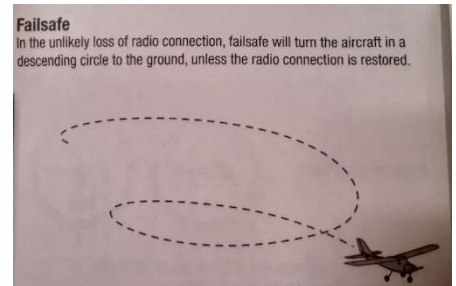
Simply put, most all 2.4 Ghz RC AC Transmitter/Receivers flight systems have a Failsafe function that will drive your AC flight controls to a predetermined position when there is a loss of signal from your transmitter and/or low receiver battery voltage. You establish failsafe control positions when you bind your transmitter and receiver.

In reviewing the Spectrum DX-9 manual, it refers to different types of Failsafe; Smartsafe Failsafe, Hold Last Command Failsafe and a Preset Failsafe. The Futaba 10CAG transmitter manual refers to Failsafe as F/S and it too has variations in functionality.

Receivers also have default failsafe functions. The Spectrum AR635 function is called Smartsafe Failsafe. FrSky receivers have Failsafe options where the failsafe is the default in the receiver or as commanded from the transmitter upon binding. HobbyKing receivers have the Smart Failsafe feature that drives the controls to preset positions set during binding when signal is lost. Throttle channel has no output when receiver only is powered. RTFs also have programable Failsafe functions

You should refer to both Transmitter and Receiver manuals for specific details and what each function does. Remove the propeller for electric motors and stop liquid fuel engines when setting things up. **All the literature CAUTIONED that when your done setting up your airplane you should again bind transmitter and receiver so the receiver has the latest trims, stick and switch positions stored.**

There have been a number of incidences at the DH field where programing the Failsafe function could have resulted in better outcomes. For example, an AC was lost in flight due to loosing enough visibility of the AC to maintain control and the AC continued on its merry way until it was recovered some miles away at a tavern parking lot the next day. I understood this was an Apprentice whose failsafe functionality (Per manual) "will turn the aircraft in a descending circle to the ground". The pilot could have turned off the transmitter enabling the failsafe, and recovered the AC closer in before it reached and crossed Hwy-95. The Turbo Timber 1.5m has a failsafe that sets throttle to stick position when binded and levels other control surfaces.



Ultimately, if your AC is out of control, and are going to potentially injure person or property, you should ethically drive it into the ground. I've been in this sport for 52 years and that is the rule.

In another example, serious physical damage occurred when multiple engines came up to full throttle, with an excess of 22 stitches and permanent loss of feeling in the damaged fingers, when the transmitter was turned off before the receiver. Analysis showed that the owner had initially performed the binding between Futaba Transmitter and Receiver with throttle in low position. Subsequently he found the throttle was reversed and reversed the throttle channel on the transmitter to correct the problem. Great, it worked! Later at the field, after the transmitter and AC were powered up, the AC was flown. After landing the owner picked up the AC and the transmitter was turned off first. The receiver engaged the Failsafe and all motors spun up and CHOP Chop, serious cuts resulted. Had the Transmitter and Receiver been binded after all the settings had been made, the Failsafe would have recognized the channel reversal and prevented powerup.

Follow the recommended AMA discipline for energizing your equipment **"turn transmitter on first then the receiver, and to power down equipment, turn the receiver off first then the transmitter"**.



